

~~CONFIDENTIAL INFORMATION REPORT~~

COUNTRY USSR (Turkmen SSR) DATE DISTR.10 February 1940  
 SUBJECT 1. Town Plan of Chardzhou NO. OF PAGES 6  
 2. Railroads and Airfields in the Chardzhou Area NO. OF ENCL. 1  
 PLACE ACQUIRED [REDACTED] LISTED BELOW  
 DATE OF INF 25X1A6a SUPPLEMENT TO  
 25X1X6 REPORT NO.

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1. The following is an explanation of the attached sketch map of the city of Chardzhou in the Turkmen Republic, USSR:

No. 1 is the Amu Darya River. This river is 1,000-1,500 meters wide, but informants cannot estimate its depth. It floods occasionally during the winter. In 1945 it was in flood and caused some small damage in the city. It is navigable throughout the year by boats up to 100 tons. Some of these boats are passenger boats and others are freighters carrying farm products and petroleum for the requirements of the city. Informants say that every day they saw 5-10 river boats on the river.

No. 2 is the railroad line from Krasnovodsk to Tashkent.

No. 3 is a railroad bridge over the Amu Darya river. This bridge is of steel, with abutments and piers of concrete and steel. It is about 1,100 meters long and is 8-10 meters wide. At each of the entrances to the bridge there is a guard post of the MVD to protect the bridge. Civilians are forbidden to cross this bridge. Within a radius of 80-100 meters from each of the entrances to the bridge along the banks of the river there are barbed wire fences.

No. 4 is the Chardzhou-Deinau railroad line. In the spring of 1947 work was begun on the construction of the new railroad line from Chardzhou to Kungrad. Labor forces are supplied by the surrounding kolkhozes and by the prisons of the Turkmen Republic. At present the train has a regular schedule between Chardzhou and Deinau. Sixty kilometers of the line have been completed.

No. 5 is a place where there are 4-5 warehouses for imported foodstuffs and various machinery for the needs of the city. [REDACTED] do not know details. 25X1A

No. 6 is a railroad siding to the warehouses (No. 5).

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No. 7 is a cotton gin. It is a three-story building of brick measuring about 200x100 meters. It employs 800-1,000 men and women. Every day 100 three-ton trucks filled with raw cotton enter this gin. The cotton comes from the surrounding kolkhozes. Informants cannot estimate the production of this cotton gin. The seed separated from the cotton is sent by rail to Bairam-Ali, where there is a large oil extracting plant. Informants say that the ginned cotton is sent into the interior of Russia and also abroad. It is always shipped by railroad from Chardzhou.

No. 8 is a railroad siding to the cotton gin (No. 7).

No. 9 is a silk mill. It is a two-story brick building measuring about 100 by 70 meters. It employs about 300 workmen. During the season (April to July) this mill operates day and night and produces about 200-300 tons of silk.

No. 10 is a factory which produces machine belts from a special fabric. It is a two-story brick building measuring about 40 by 30 meters.

No. 11 is a textile mill under construction. It was begun in the winter of 1947 and is expected to be ready in 1950. About 500 laborers from the surrounding kolkhozes and prisons are working on this construction project. It is said that this mill will be the largest of its kind in the Turkmen Republic.

No. 12 is a bakery which supplies bread for the whole city. The production is estimated at 35-50 tons daily.

No. 13 is the city hospital, a four-story building measuring about 100 by 80 meters.

No. 14 is a children's hospital, a three-story building measuring about 80 by 100 meters.

No. 15 is a garage which serves the cotton gin (No. 7 above). It is a one-story building measuring about 200 by 80 meters. About 100 trucks belonging to the cotton gin are kept in this garage. About 150 men are employed here.

No. 16 is a school for nurses. It offers a two-year period of training. About 100-150 student nurses from 18 to 20 years of age are enrolled.

No. 17 is a mill for finishing cotton. It is a two-story brick building measuring about 60 by 40 meters. About 300-500 workers are employed in it.

No. 18 is the city jail. It is a three-story brick building measuring about 150 by 80 meters. Up to 2,500 prisoners are held there.

No. 19 is the city military office for the induction of draftees.

No. 20 is the city Air Defense School. About 40-50 persons receive training in this school during the afternoon hours.

No. 21 is the G.R.E.N. factory. It is a two-story brick building measuring about 100 by 60 meters. About 60-70 women and 30 men, all Russian citizens, are employed in this factory. All the employees wear white clothing during their working hours. Informants state that the employees of this factory receive a higher wage than those who work in other factories. The hours of work are 9 a.m. to 4 p.m. daily except Sunday. The KVD often visits this factory and watches its operation. The loads of the many trucks entering and leaving are always covered. No one is permitted to enter or go near this factory. Informants say that it is not known what this factory produces. They believe, however, that it is a war factory producing chemicals.

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No. 22 is a building under construction. It was started before the war and was to be a factory for the construction and repair of machinery. Work on the building stopped during the war, but was resumed in 1947. Many laborers from various kolkhozes and prisons are now employed in completing it. It is said that when it is completed it will be a machine shop. Informants do not know details.

No. 23 is the city airfield, which is located three kilometers from the city and one kilometer from the river. Its surface is covered with short grass. There are two landing strips, one of which is about 1,000 meters long and 100 meters wide. These landing strips are surfaced with gravel. The field is located in a plain and is not enclosed by any wall or fence. It was in use before the war. During the war it was used by both military and civilian planes, but military planes no longer land here. Informants, on a visit to the field at the beginning of 1944, observed 10-12 two-engine passenger planes. These planes were Douglas type and had 24 seats. In another part of the field were two-engine and four-engine military planes. In a third part of the field were a few small passenger planes. Also on the field were a repair shop and a personnel barracks. Informants say that the field is large, but they cannot estimate its dimensions. It is used throughout the year, even in bad weather.

No. 24 is the city park containing an outdoor stage and moving picture theater used in the summer.

No. 25 is the army school for drivers of armored tanks. The school consists of four buildings, one of which is used for the mess, another as classrooms, a third for the repair of the tanks, and the last as barracks for 300-400 troops. The buildings are in an area enclosed by a wall 3-4 meters high. This area measures about 600 by 1,000 meters. The course of study lasts from one to two years. A graduate receives the rank of warrant officer or second lieutenant, according to his record.

No. 26 is a recruiting office for the induction of draftees from the area surrounding the city.

No. 27 is the LVD building.

No. 28 is the building of the MGB police.

No. 29 is the building of the city militia.

No. 30 is a factory making shirts and underwear. During the war it made articles of clothing for the Army. Now it employs up to 200 workers.

No. 31 is an electric power plant. It is a one-story building of brick measuring about 30 by 20 meters. It supplies electric power for the entire city.

No. 32 is the technical school for mechanics. About 500 boys, ages 12 to 16, attend this school, which has a three year course. They become machinists, htereoparators, electricians, etc.

No. 33 is the yard for the repair of large and small riverboats. This yard is surrounded by a wall 3-4 meters high. Informants cannot estimate the dimensions of the yard. Inside the wall can be seen a brick building three stories high. There are also small buildings which cannot be seen from the street. The river boats to be repaired remain in the river, and only the parts requiring repair are taken into the yard. The three-story building is located at a distance of 600-700 meters from the river.

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No. 34 is the railroad station. It is a one-story brick building measuring about 70 by 30 meters.

No. 35 is the building of the radio station.

No. 36 is the city post office.

No. 37 is a four-story brick building measuring about 60 by 40 meters which houses the civil administration of the city area.

No. 38 is a three-story brick building, measuring about 100 by 50 meters, which houses the Regional Committee of the Communist Party.

No. 39 is the city bank.

No. 40 is the building housing the City Committee of the Communist Party.

No. 41 is the Neft Plaza, an area enclosed by a wall 3-4 meters high. The dimensions of this area are about 300 by 300 meters. Here there are 10-15 steel tanks, both large and small, filled with petroleum, gasoline, residual oil, and lubricating oil for the needs of the city. There is also a building containing storage tanks which are filled by pipes leading from the steel tanks outside. The largest of the steel tanks is 12-15 meters high with a diameter of 8-10 meters and a capacity of about 100 tons. The smallest is 8 meters high with a diameter of about 5 meters.

No. 42 is a warehouse for chemical products used by the farmers. It is a one-story building of wood measuring about 100 by 25 meters. A railroad siding runs to this warehouse.

No. 43 is a lumber pile in a wooden shed measuring about 70 by 20 meters.

No. 44 is a railroad repair yard for locomotives and cars. There are three repair shops employing about 100 skilled workmen and also students from the technical school. A railroad siding leads into this yard.

No. 45 is Leningradskaya Street, which is about 20 meters wide and paved with stone. To the east it leads to Tashkent over a dirt road.

No. 46 is Ava Talstova Street, about 15-20 meters wide and unpaved.

No. 47 is Mariskaya Street, which is similar to No. 46.

No. 48 is Doktorskaya Street, which is like Nos. 46 and 47.

No. 49 is an unpaved street, whose [REDACTED] The 25X1A railroad track runs down the middle of this street, dividing it into two parts. One side of the street is not used. A considerable part of this street is covered with the branches and sidings of the railroad track leading from the station. For that reason this street is not much used except by trucks. It is crossed by two unpaved roads which lead to Mary and Kerki.

No. 50 is a street whose name [REDACTED] It is unpaved 25X1A is about 12-15 meters wide.

No. 51 is Oktyabrskaya Street, which is surfaced with asphalt. It is about 12 meters wide and has a sidewalk about 3 meters wide on each side.

No. 52 is Twentieth Anniversary of the V.L.K.S.M. (Pan-Russian Lenin Communist League of Youth) Street. This street is about 20 meters wide and is paved with stone.

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No. 53 is a street whose [REDACTED] This is an 25X1A  
 unpaved street about 10-12 meters wide.

No. 54 is Zhelезнodorozhnaya Street, which is paved with stone and is 12-15 meters wide.

No. 55 is Proyezdaya Street, which is unpaved, and is about 10 meters wide.  
 It leads to Tashauz.

No. 56 is Sverdlova Street, which is paved with stone and is about 12 meters wide.

No. 57 is Kakadskaya Street, which is unpaved and is 10-12 meters wide.

No. 58 is Skolevskaya Street, which is similar to no. 57.

No. 59 is Nuskinskaya Street, which is paved with stone and is 12-14 meters wide. There is a sidewalk three meters wide on either side.  
 It leads into a dirt road going out to the country.

No. 60 is a street whose [REDACTED] It is paved 25X1A  
 with stone and is about 12 meters wide.

No. 61 is a street the name of [REDACTED] This is 25X1A  
 an unpaved street about 15 meters wide.

No. 62 is Torgovaya Street, which is paved with stone and is about 10-12 meters wide.

No. 63 is a street whose [REDACTED] This little 25X1A  
 street is paved with stone and is about 15 meters wide.

No. 64 is a street whose [REDACTED] It is unpaved 25X1A  
 and is about 10-12 meters wide.

No. 65 is Bulharskaya Street, which is similar to no. 64.

No. 66 is Chernisovskaya Street, which is similar to no. 64 and no. 65.

No. 67 is a street whose [REDACTED] It is similar 25X1A  
 to nos. 64, 65, and 66.

No. 68 is a street whose [REDACTED] It is unpaved 25X1A  
 and is about 15 meters wide.

2. The railroad line from Krasnovodsk to Ashkhabad to Tashkent is a single track line. The locomotives running on this line are of either Soviet manufacture, using coal for fuel, or American manufacture (imported after the war), using fuel oil. A short train leaves Chardzhou at 10 a.m. twice a week and arrives at Kugan at 1:30 p.m. on its way to Moscow.
3. Daily a passenger train leaves the city of Krasnovodsk at 6 a.m., arrives in Ashkhabad at 12 a.m., in Mary at 2 a.m. of the second day, and in Chardzhou at 9 a.m. It completes its run to Tashkent in 37-39 hours. A similar train leaving Tashkent arrives daily in Chardzhou at 2 a.m., in Mary at 9 a.m., in Ashkhabad at 10 p.m., and in Krasnovodsk at 6-7 a.m. of the second day.
4. The American-made trains are usually used for freight, i.e., the transportation of petroleum, gasoline, etc.
5. Only trains of Soviet make run on the Mary-Kushka line. Any person wishing to travel on this line must receive a special permit from the MVD. Otherwise he is subject to arrest.

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6. [REDACTED] say that no railroad line is being constructed to Teheran.
7. The Chardzhou-Urgench-Kungrad road runs along the Amu Darya River. Its surface is of well-packed earth and sand. There is a great deal of traffic over this road, which is well maintained and is used throughout the year. The width of the road is about 8-10 meters.

25X1X

8. [REDACTED] say that there is a large airfield 6-8 Kilometers from Krasnovodsk. This field was constructed before the war, but it was enlarged and renovated during the war. After the war it was completed with forced labor of Japanese prisoners of war. It is now used both for military and civilian airplanes. [REDACTED] do not know any further details, and neither of them ever visited the field.

25X1X

9. [REDACTED] state that there is talk of a great number of Japanese prisoners-of-war within Krasnovodsk working on the reconstruction of the city, particularly on the construction of large oil refineries, the machinery for which has been imported from America.

25X1X

10. [REDACTED] have heard of an airfield eight kilometers north of Ashkhabad. It is used for both civilian and military planes. [REDACTED] never visited this field and do not know any details regarding it. 25X1X

25X1X

11. [REDACTED] state that there is an airfield near Mary, but they do not know its location in relation to the city. There is a strong force of border troops in Mary.

25X1X

12. [REDACTED] say that the railroad stations of Dushak, Kanikha, and Artik (located about 120 kilometers from Ashkhabad) are restricted areas. Passengers travelling on trains passing through these stations are not allowed to leave the coaches. [REDACTED] say that this measure is taken because these places are near the Soviet border. 25X1X

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